

## APPENDIX 5.2

### SCALE OF MINIMUM SERVICES FOR THE 2026 TIMETABLE

**NB: The enforceability of the RCTE-A pricing proposal is subject to the approval of the ART.**

#### Appendix 5.2.1

**Scale of minimum services for passenger activities under contract**  
in Euros (current price, ex. VAT)

#### Appendix 5.2.2

**Scale of minimum services for passenger activities not under contract**  
in Euros (current price, ex. VAT)

#### Appendix 5.2.3

**Scale of minimum services for freight activities**  
in Euros (current price, ex. VAT)

#### Appendix 5.2.4

**Scale of minimum services for special charges**  
in Euros (current price, ex. VAT)

## APPENDIX 5.2.1

### Fees for the 2026 timetable

#### Scale of minimum services for passenger activities under contract in Euros (current price, ex. VAT)



Circulation charge (RC)				
<i>RC = (Unit price per thousand tonne-km x tonnage moved in kTBC* x distance travelled) + (Unit price per train-km x distance travelled)</i>	Unit price per thousand tonne-km (€ excl. VAT per kTBC-km)		Unit price per train-km (€ excl. VAT per train-km)'	
	On line UIC 2 to 6	On line UIC 7 to 9	On line UIC 2 to 6	On line UIC 7 to 9
Passenger trains running on conventional lines	5,560	1,921	0,649	0,524
Passenger trains on high-speed lines	1,663	-	0,273	-

\* kTBC = kilo complete gross tonne

Market Fee (RM)			
Annual fee per Mobility Organising Authority (AOM)		Commercial reference skm	Amount (€ excl. VAT)
Passenger trains operated under contract by an Organising Authority	Auvergne-Rhône-Alpes	32 846 600	119 851 084
	Bourgogne-Franche-Comté	15 678 510	53 333 954
	Brittany	8 178 974	19 789 458
	Centre-Val de Loire	14 076 000	57 276 523
	Grand Est	34 780 875	123 302 294
	Hauts-de-France	25 484 260	96 885 394
	Normandy	16 918 581	52 342 756
	Nouvelle-Aquitaine	21 285 859	60 198 510
	Occitanie	19 969 779	54 091 563
	Pays de la Loire	13 882 354	35 715 927
	Provence-Alpes-Côte d'Azur	15 083 092	45 828 086
	Ile-de-France Mobilités	58 366 744	517 982 025
	State (TET)	16 126 479	63 371 582

NB: In accordance with the principles of the NS, the RM is divided between the carriers operating on behalf of the AOMs and may be adjusted.

Access Charge (RA)				
Annual fee per Mobility Organising Authority (AOM)				
Amount of the package (€ EXCL. VAT)'	Auvergne-Rhône-Alpes	280 559 093	Nouvelle-Aquitaine	318 065 507
	Bourgogne-Franche-Comté	174 492 522	Occitanie	232 323 513
	Brittany	134 772 061	Pays de la Loire	105 715 834
	Centre-Val de Loire	107 621 244	Provence-Alpes-Côte d'Azur	95 275 587
	Grand Est	286 550 350	Ile-de-France Mobilités	200 249 293
	Hauts-de-France	188 509 883	State	486 716 811
	Normandy	84 398 562		

Saturation charge (RS)	
PU (€ excl. VAT) per train path whose route passes over the declared saturated section at declared saturation times	
Conventional passenger trains & Main Line	Not applicable

Electricity Circulation Charge (RCE)		
<i>RCE = Unit price (PU) x circulation distance</i>		
PU (€ excl. VAT per electric train-km)	Electric traction convoys	0,285

Charge for the transmission and distribution of traction energy (RCTE - component A)		
<i>RCTE - component A = Unit price (PU) x consumption in kWh</i>		
PU (€ excl. VAT per kWh)	Electric traction convoys	0,01349

NB: The rates for component B are presented in appendix 5.4 (miscellaneous services).

This price is indicative. It will be adjusted in December 2025.

## APPENDIX 5.2.2

### Fees for the 2026 timetable

Scale of minimum services for passenger activities not under contract in Euros (current price, ex. VAT)



#### Circulation charge (RC)

$RC = (\text{Prix unitaire par millier de tonnes-km} \times \text{tonnage circulé en kTBC}^* \times \text{distance de circulation}) + (\text{Prix unitaire au train-km} \times \text{distance de circulation})$	Prix unitaire par millier de tonnes-km		+ Prix unitaire par train-km (€ HT par train-km)	
	On line UIC 2 on 6	On line UIC 7 to 9	On line UIC 2 on 6	On line UIC 7 to 9
Passenger trains running on conventional lines	5,560	1,921	0,649	0,524
Passenger trains on high-speed lines	1,663	-	0,273	-
Car transport (Auto-train)	2,792	0,796	0,666	0,540

\* kTBC = kilo complete gross tonne

#### Market Charge (RM) TAGV

RM for each SEL = PKM x C1 x C2 x length of SEL

PKM (€ excl. VAT per path-km)		On Classic Line (LC)	On high-speed line (LGV)
High-speed passenger trains (TAGV)'	Domestic traffic	A	33,16
		B	29,18
		C/D	23,03
		E	14,39
	International** traffic	Radial international – group 1	21,47
		Radial international – group 2	22,69
		International Intersector – type 1	14,39
		International Intersector – type 2*	7,80

#### Modulation on high-speed lines

##### C1 Time modulation for HST on HSL, depending on the day and time of departure of the train path

	HC	HN	HP	HH
	0,56	1,00	1,15	1,25
Modulation to theoretical capacity for high-speed trains on LGVs, depending on rolling stock characteristics	C2 = premium coefficient according to total density x number of premium seats / total number of seats + standard coefficient according to total density x number of standard seats / number of total seats	< 1,35	[0-175[	0,76
			[175-205[	0,78
			[205-325[	0,82
			[325-500[	0,88
			[500-800[	0,96
			>= 800	1,11
			>= 1,35	[0-800[

>= 800	1,28	1,02
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### C2 Modulation to theoretical capacity for high-speed trains on High speed lines, depending on rolling stock characteristics

Reference machine	No. of seats per train			Coefficient C2	
	Premium	Standard	Total	US	UM
ETR-1K	86	376	462	0,9061	0,9712
ICE3	111	333	444	0,9150	1,0200
TGV / TGVSE	111	240	351	0,8832	0,9812
TGVAT	116	369	485	0,9135	1,0174
TGV-D / TGVDAS / TGV2N2	182	328	510	0,9585	1,1099
TGVPOS / TGV R	110	254	364	0,8804	1,0325
TGV-TM	206	544	750	1,0259	1,1842
TGV-D / TGVDAS	0	620	620	0,9000	1,0200

\* Type 2 international intersectoral are international intersectoral using recent tunnel-type infrastructure..

\*\*The market charge for international high-speed train paths with domestic stops for loaded trains on the RFN is €3.96/track-km (on conventional lines); the LGV market charge for international high-speed train paths with domestic stops for loaded trains is defined according to the methodology set out in Appendix 5.1.1.

NB: Capacity reservations (train paths/kilometres) not captured by the information systems are billed at a flat rate of €4.17 excluding VAT per train path/kilometre for passenger activities.

### Market Charge (RM) other non-conventional trains

RM for each SEL = PKM x length of SEL

Other non-conventional trains	PKM (€ excl. VAT per path-km)	On Classic Line (LC)	On high-speed line (LGV)
	Trains not suitable for daytime high-speed operation		4,00
Trains not suitable for nighttime high-speed operation		-	-
Auto-train		-	-
Historic and tourist trains		-	-
Test trains and AEF		4,00	14,90

NB: Capacity reservations (train paths/kilometres) not captured by the information systems are billed at a flat rate of €4.17 excluding VAT per train path/kilometre for passenger activities.

### Saturation charge (RS)

PU (€ excl. VAT) per train path whose route passes over the declared saturated section at declared saturation times

TAGV (High-speed trains)	Not applicable
Conventional passenger trains & Main Line	Not applicable

### Electricity Circulation Charge (RCE)

RCE = Unit price (PU) x circulation distance

PU (€ excl. VAT per electric train-km)	Electric traction convoys	0,285
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### Charge for the transmission and distribution of traction energy (RCTE - component A)

RCTE - component A = Unit price (PU) x consumption in kWh

PU (€ excl. VAT per kWh)	Electric traction convoys	0,01349
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NB: The rates for component B are presented in appendix 5.4 (miscellaneous services).

Temporary indicative price based on a loss rate of 13.6% and an energy purchase price of €104.10 per MWh. It will be adjusted in December 2024.

## APPENDIX 5.2.3

Fees for the 2026 timetable

Scale of minimum services for freight activities

in Euros (current price, ex. VAT)



Net Traffic Fee*		
<i>RC = Price per kilometre travelled (PKC) x distance travelled</i>		
'PKC as a function of tonnage transported (in Full Gross Tonnes) (€ excl. VAT per train-km)'	On line UIC 2 to 6	On line UIC 7 à 9
[ 1 - 350 [	1,15	0,68
[ 350 - 750 [	1,18	0,70
[ 750 - 1050 [	1,69	0,70
[ 1050 - 1550 [	2,36	0,89
≥ 1550	2,61	0,94

\* Net CR corresponds to the amount invoiced to freight companies (see distinction with gross CR in appendix 5.1.1).

Gross Traffic Fees*		
<i>RC = Price per kilometre travelled (PKC) x distance travelled</i>		
PKC as a function of tonnage transported (in Full Gross Tonnes) (€ excl. VAT per train-km)	On line UIC 2 to 6	On line UIC 7 à 9
[ 1 - 350 [	1,15	0,68
[ 350 - 750 [	2,13	0,96
[ 750 - 1050 [	3,11	1,24
[ 1050 - 1550 [	4,30	1,57
≥ 1550	6,26	2,13

\* Gross CR corresponds to the marginal cost of traffic

Electricity Circulation Charge (RCE)		
<i>RCE = Unit price (PU) x circulation distance</i>		
PU (€ excl. VAT per electric train-km)	Electric traction convoys	
		0,285

Saturation charge (RS)		
PU (€ excl. VAT) per train path whose route passes over the declared saturated section at declared saturation times		
	Freight	
		Not applicable

Charge for the transmission and distribution of traction energy (RCTE - component A)		
<i>RCTE - component A = Unit price (PU) x consumption in kWh</i>		
PU (€ excl. VAT per kWh)	Electric traction convoys	
		0,01349

NB: The rates for component B are presented in appendix 5.4 (miscellaneous services).

Temporary indicative price based on a loss rate of 13.6% and an energy purchase price of €104.10 per MWh. It will be adjusted in December 2024.

## APPENDIX 5.2.4

Fees for the 2026 timetable

Scale of minimum services for special charges  
in Euros (current price, ex. VAT)



LGV+ Paris-Lyon fee		
Type of service	Procedure for calculating the charge	Unit Price
Use by high-speed trains of LGV infrastructure on the Paris-Lyon line, elementary sections 53022; 53001; 53002A; 53002B; 53002C; 53003A; 53003B; 53004A; 53004B; 53010A	Rate per path-kilometre on LGV sections, taking into account the investment made by SNCF Réseau	0,397

Charge for the use by freight trains of section 38080 'Montérolier-Buchy-Motteville'.		
Type of service	Procedure for calculating the charge	Unit Price
Use by freight trains of the elementary section 38080 'Montérolier-Buchy-Motteville'.	Rate per path-kilometre, taking into account the investment made by SNCF Réseau	1,173

Charge for the use of the 'Saint-Pierre-d'Albigny-Modane Frontière' line by freight trains		
Type of service	Procedure for calculating the charge	Unit Price
Use by freight trains of the elementary sections 54044 'Saint-Pierre-d'Albigny-Saint-Jean de Maurienne', 54045 'Saint-Jean de Maurienne-Modane' and 58091 'Modane-Modane Frontière'.	Rate per path-kilometre, taking into account the investment made by SNCF Réseau	0,580

Charge for the use of the 'Saint-Pierre-d'Albigny-Modane Frontière' line by Alpine rail motorway trains		
Type of service	Calculation of the fee	Unit Price
Use by Alpine rail motorway trains of the elementary sections 54044 'Saint-Pierre-d'Albigny-Saint-Jean de Maurienne', 54045 'Saint-Jean de Maurienne-Modane' and 58091 'Modane-Modane Frontière'.	Tariff per path-kilometre, taking into account the investment made by SNCF Réseau	1,497

Fee for the use of the Mulhouse short-distance connection		
Type of service	Calculation of the fee	Unit Price
Use by high-speed trains of the Mulhouse short connection, elementary sections 12041 and 12055A	Tariff per path-kilometre, taking into account the investment made by SNCF Réseau	451,675

Fees for the use of the Cornavin-Eaux Vives-Annemasse rail link		
Type of service	Calculation of the fee	Unit Price
Use by passenger trains of the new line between Annemasse and Cornavin, elementary section 56069	Tariff per path-kilometre, taking into account the investment made by SNCF Réseau	7,509

Fees for use of the Serqueux Gisors line		
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Type of service	Calculation of the fee	Unit Price
Use by freight trains of the Serqueux-Gisors line, line 330 000 rank 2 PK [68+418;118+405] and line 330 370 rank 1 PK [0+000;1+376].	Rate per train-kilometre, taking into account SNCF Réseau's maintenance and operating deficit	1,040